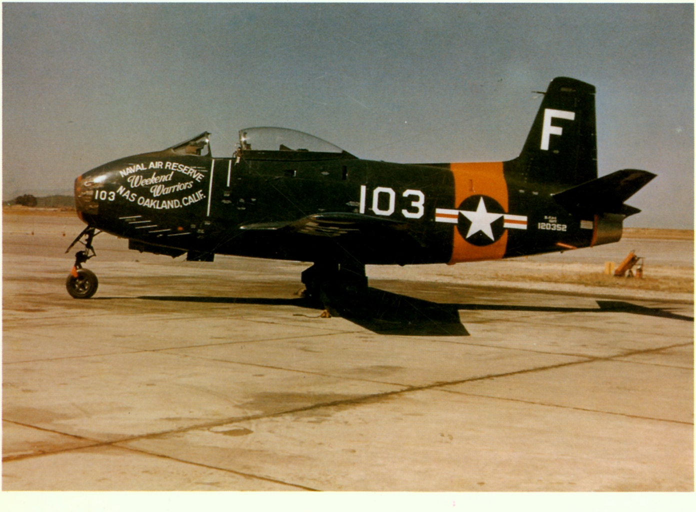
NAVAL FIGHTERS NUMBER SEVEN

NORTH AMERICAN

FJ-1 *Fury*



BY STEVE GINTER WITH RON PICCIANI

PERFORMANCE SUMMARY

LOADING CONDITION		(1) FIGHTER 2 Wing-Tip Tanks	
TAKE-OFF WEIGHT	lbs.	15,115	
Fuel (Internal/External)	lbs.	2,790/2,040	
Bombs	lbs.		
Wing/Power Loading (A)lbs/sq.ft;lbs/bhp.		59.3/-	
Stall Speed--Power off	kn.	105.5	
Stall Speed--Power off - No Fuel	kn.	88.8	
Stall Speed--Power on	kn.	105.5	
Maximum Speed/Alt (B)	kn/ft.	475/9,000	
Take-off Distance, deck -- calm	ft.	2,635	
Take-off Distance, deck 25 kn.	ft.	1,604	
Take-off Distance, Airport	ft.		
Rate of climb -- sea level (B)	ft/min.	3,300	
Service Ceiling (B)	ft.	32,000	
Time-to-climb 20,000 ft. (B)	min.	8.7	
Time-to-climb 30,000 ft. (B)	min.	18.7	
Combat Range/V av	ft. n.mi/kn.	1,300/375	
Combat Radius/V av	ft. n.mi/kn,	530/375	
LOADING CONDITION		(2) COMBAT	(3) COMBAT
GROSS WEIGHT	lbs.	12,824	12,824
Engine power		Military	Normal
Fuel	lbs.	2,790	2,790
Bombs/Tanks			
Max. speed at sea level	kn.	510	468
Max. speed/Alt	kn/ft.	510/S.L.	480/10,000
Combat speed/Alt	kn/ft.	447/35,000	440/35,000
Rate of climb SL	ft/min.	5,660	4,750
Ceiling for 500 fpm R/C	ft.	38,000	35,900
Time-to-climb/Alt.	min/ft.	12.7/35,000	17.3/35,000

FUEL AND OIL

Gals.	No. Tanks	Location
280	1 (Seal.)	Fuse.,Fwd.
105	1 (Seal.)	Fuse.,Ctr.
80	1 (Seal.)	Fuse.,Aft
340	2	Tip Tanks

FUEL GRADE.........JP-1
FUEL SPEC.......AN-F-32

OIL SEE NOTES

CAPACITY (Gals.).........6.5
GRADE...................1065
SPEC..................AN-0-8

ELECTRONICS

VHF RADIO...........AN/ARC-1A
HOMING..............AN/ARR-2A
IFF.................AN/APX-1A
RANGE RECEIVER.......AN/ARC-5

ORDNANCE

GUNS

No.	Size	Location	Rds.
6	.50 cal.	Nose	1,500

FIRE CONTROL

Mk. 23 Gunsight

NOTES

(A) BHP at Maximum Critical Altitude
(B) Normal BHP

Performance is based on flight test of XFJ-1 airplane.

- -

Range and radius are based on engine specification fuel consumption data increased by 5%.

- -

Spotting: 200 ft. length is required to spot 23 planes on the 96 ft. wide flight deck immediately aft of the forward ramp on the CV-9 class carriers.

- -

Performance based on gasoline AN-F-48 (115/145) assuming same engine performance as with JP-1.

MISSION AND DESCRIPTION

The FJ-1 is a single-place fighter for use aboard aircraft carriers.

The wing design incorporates an NACA low-drag laminar flow airfoil section. Structurally the wing includes two outer panels attached to and separable from the fuselage. No provisions are made for folding wings. One single-slotted flap is provided on each wing. Provisions are made in the design and operation of the nose landing gear for installing kneeling wheels.

Controls consist of conventional ailerons, elevators, and rudder. A hydraulic boost system decreases the pilot control forces of the ailerons and elevators.

Speed brakes are installed side-by-side on the lower aft end of the fuselage.

WEIGHTS

Loadings	Lbs.	L.F.
EMPTY	8,843	
BASIC	9,354	
DESIGN	10,800	7.0
COMBAT	12,824	6.7
MAX.T.O.	15,600	5.4
MAX.LAND	15,600	

All weights are actual.

DIMENSIONS

WING AREA..........221 sq. ft.
SPAN...................38'- 2"
LENGTH.................34'- 5"
HEIGHT.................14'-10"
TREAD..................15'- 7"
M.A.C......................84"

POWER PLANT

NO. & MODEL.......(1) J35-A-2
MFGR.................Allison

RATINGS

	Lbs. @	Rpm @	Alt.
T. O.	4,000	7,700	S.S.L.
MIL.	4,000	7,700	S.S.L.
NORM.	3,350	7,400	S.S.L.

SPEC. NO. F-557
SEE NOTES

THE NORTH AMERICAN FJ-1 FURY

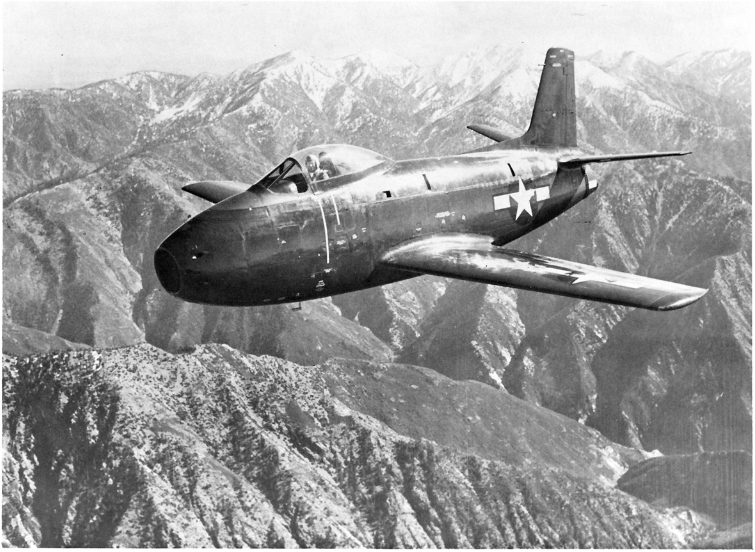


Photo Above: XFJ-1, 39053, on test flight above San Gabriel mountains. Note that BURO number is on upper-front portion of fin and designation XFJ-1 is on upper-rear portion. Photo via Bob Kowalski.

Cover Photo: FJ-1, 120352, of Oakland NARB. Photo by W.T. Larkins.

INTRODUCTION

Anyone having photos or other information on this aircraft or other 50's era naval aircraft, may submit them for possible inclusion in future issues. Any material submitted will become the property of NAVAL FIGHTERS unless prior arrangement is made. Individuals are responsible for security clearance of any material before submission.

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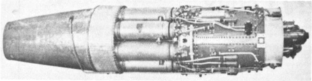
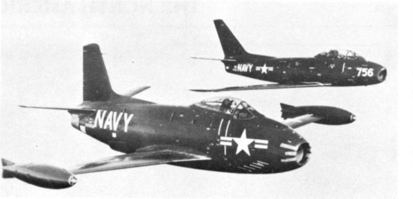
Naval Fighters wishes to thank Ron Picciani for his help with this issue. Ron runs Picciani Aircrafts Slides, 434 Arbutus Ave., Horsham, Pa., 19044. He offers an excellent selection of military slides at reasonable prices.

DEVELOPMENT

It was 1944, and a new age in aviation was dawning in the European skies, the jet age. As more German jets appeared in combat, it became a foregone conclusion that Japan would be producing them too. These facts prompted the Navy to issue a requirement for carrier jet fighters. In late 1944 BuAer sent requests to several manufacturers for jet proposals. Up to that time only one all-jet fighter contract had been issued — for the McDonnell XFD-1 (FH-1) Phantom (see Naval Fighters #3). From the proposals submitted, BuAer technical desk chose three designs to be developed. These were the McDonnell XFD-2 (F2H) Banshee (see Naval Fighter #2), the Chance Vought XF6U Pirate and the North American XFJ-1 Fury.

Since these decisions were taking place in a war environment, the Navy could not bank on one airframe manufacturer or for that matter one engine manufacturer to produce a capable jet to counter the possible Japanese threat. Therefore, the F2H was planned around two of the Westinghouse J-34 turbojets, the F6U around one Westinghouse J-34 turbojet, the FH-1 around two of the Westinghouse 19-XB turbojets and the FJ-1 around one General Electric TG-180, which became the Allison J-35.





Photos: Above - General Electric TG-180, which became the Allison J-35. At Right - XFJ-1, 39055, and the XFJ-2 Fury developed from the USAF F-86.

Since everyone was new to the jet business, there was considerable debate on how engines should be removed from airframes. North American approached the problem by making the entire upper fuselage, from the cockpit aft to the fin, removable. Vought on its F7U-1 lowered the engine out the bottom (see Naval Fighters #6). Lockheeds' P-80 used the system of "breaking" the fuselage aft of the wing. This method involved removing the tail section and pulling the engine out the rear. This became the accepted method of removal and was used on the FJ-1s counterpart, the F-86 and on the rest of the Fury series. Even Vought went to this system by the time the F7U-1 grew into the F7U-3 Cutlass. Although we cannot definitely say the experience gained on the FJ-1 brought this about, we can say it played a major role in its decision. Initially the J-35 engine had an overhaul life of 10 hours, which was eventually extended to 35 hours at VF-5A. This meant that the planes were towed to the runway in order to increase engine life. Compare this 10 to 35 hour overhaul life to that of thousands of hours as engines of today are rated.

The initial contract for three XFJ-1 aircraft (NA-135) was signed on 1 January 1945. Shortly thereafter, in March 1945, the mock-up XFJ-1 was completed. The mock-up is a dummy full-sized model built to incorporate equipment and main structural components. Wherever possible actual equipment is installed. Components such as armament, catapult hooks, arresting hook, landing gear radio equipment, engine installation, cockpit layout, etc. are reviewed and changed if necessary prior to the construction of the test aircraft. Two of the changes made on the XFJ-1 were to reshape the control handles to resemble components they operate and to provide a separate manual hydraulic pump for raising and lowering the nose wheel.

It must be noted at this point that the XFJ-1 was being developed concurrently with the Army's XP-86. Originally the planes were virtually identical. However, early in the design phase the Army decided to move the dive-brakes from the wings to the fuselage. This change allowed the Army to install wing tanks and thus enabled the removal of the belly saddle tanks which provided the basis for a much cleaner and efficient fuselage design. The delay caused by the redesign of the XP-86, allowed the Army the opportunity to examine German reports on the benefit of swept wings. The Army then made the decision to test the concept on the XP-86. At this point the Navy was offered this change, but turned it down.

The Navy was unsure as to whether jets could ever operate from carriers and did not want to concern itself with the added uncertainties of swept-wing performance.

The wing mounted dive-brake system partially accounted for the aircraft not having folding wings. However, the main reason was that by incorporating a kneeling nose wheel, it was thought that adequate hangar space would be provided. This concept was tested on the FJ-1 and the Vought F6U aircraft without much satisfaction. In addition, more than one aircraft landed with the nose wheel kneeling.

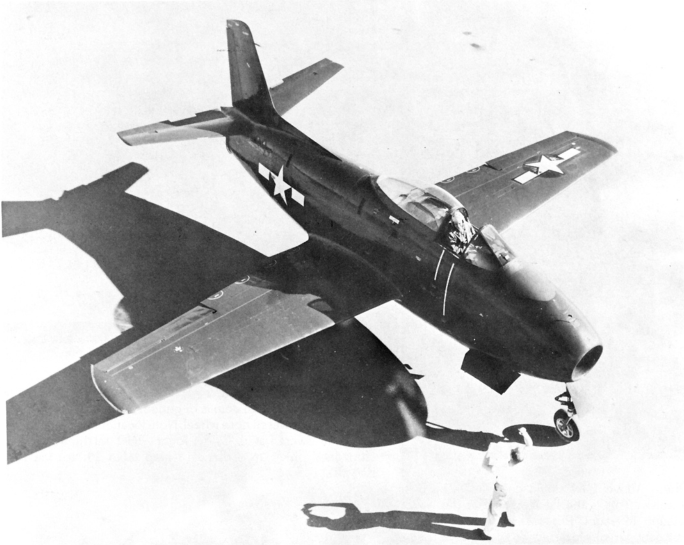
Problems with the wing mounted dive-brakes led the Navy to incorporate the Army's fuselage dive-brakes into production FJ-1 Furies. On one test flight the pantograph linkage which keeps the dive-brakes synchronized failed. The failure caused only one set of dive-brakes to deploy and resulted in an immediate snap roll. Because of the systems design it was only possible to manually extend the dive-brakes on each wing. Knowing this the pilot extended the closed dive-brakes and recovered in time to land safely.

As happened to so many early jets, the XFJ-1 was finished by January of 1946, but did not receive its engine till June. In late July and early August 1946, taxi tests were conducted. Finally in September 1946 the first XFJ-1 took to the air. The second XFJ-1 flew in October with the third prototype flying for the first time in February of 1947. Manufacturers flights of the three prototypes would continue till the summer of 1947. During this period of time minor revisions were made and many of the bugs were worked out. All three XFJ-1s (39053 to 39055) were handed over to the Navy in September of 1947.

The initial demonstration flights took place at Muroc (Edwards AFB) Calif. in the summer of 1947. While at Muroc one pilot lost his elevator controls while in a high speed dive. Luckily the pilot was able to make a safe landing through the use of his trim tabs alone.

The production FJ-1s were ordered as North American model NA-141, on 28 May 1945. The contract (NOa(s)6911) called for 100 Furies to be built at the Los Angeles plant. Eventually only 30 would be completed from October 1947 till April 1948, serials 120342 to 120371.

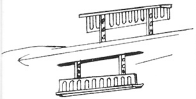
Delivery of production FJ-1 Fury aircraft started on 10-5-47 when 120342 was accepted by the Naval Air Test Center, NAS Patuxent River, Maryland. NATC would receive seven Furys from Oct. 1947 to Jan. 1948 for service testing. During one of the many test flights at NATC an interesting incident occurred. During spin testing the canopy came off and knocked the pilot unconscious. When he came to, he discovered the FJ-1 going through slow rolls. With great effort the pilot was able to bring the Fury home safely.

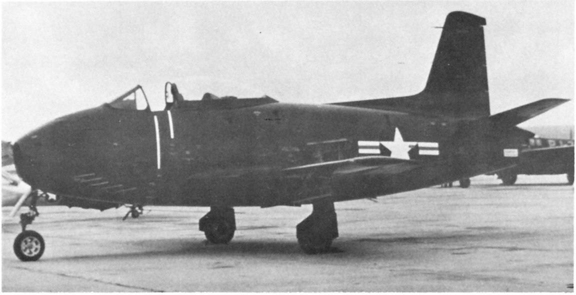


At the same time NATC was receiving their FJ-1 aircraft, VF-5A started accepting their FJ-1s. The first VF-5A FJ-1 was accepted on 11-15-47. All twenty-three FJ-1s not delivered to NATC were accepted by VF-5A, along with one FJ-1 transferred from NATC to VF-5A.

Photos: Above - XFJ-1 at Muroc Field, note outline on wings of the dive-brakes photo via Bob Kowalski. Below - XFJ-1, with wing dive-brakes extended; brakes are red and wheels are natural metal. Interair photo.

PROTOTYPE
WING
SPEED-BRAKES





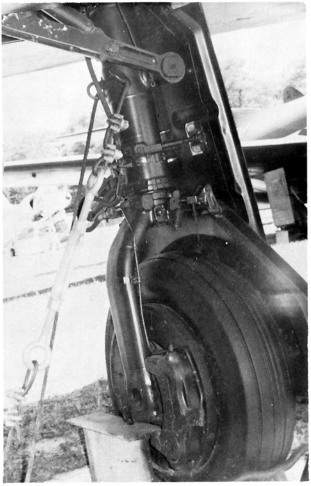
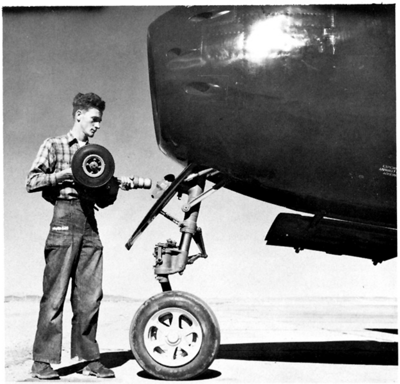
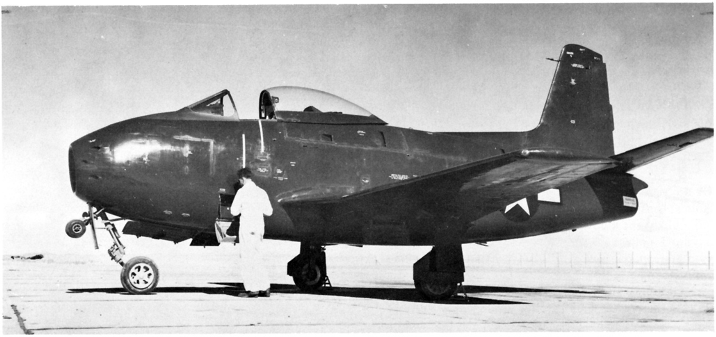


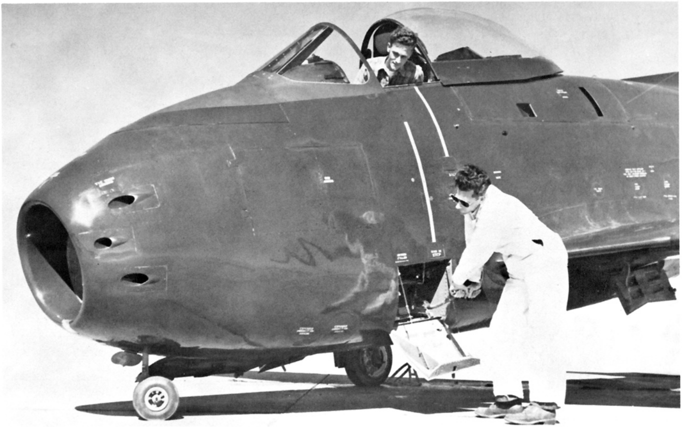
Photo Above: FJ-1, main gear detail, by Bob Kowalski. This is the FJ-1 located at the Naval Aviation Museum. Photo: XFJ-1, 39053, with nose gear partially lowered, note location of white stencils against the aircrafts dark sea blue.

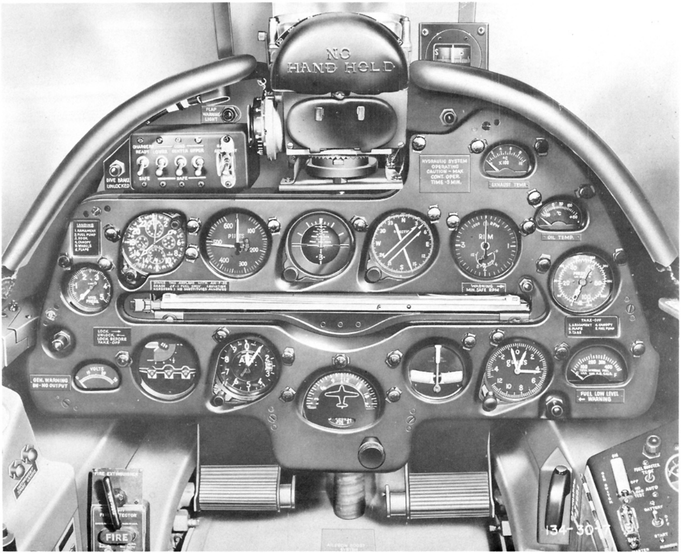
▼

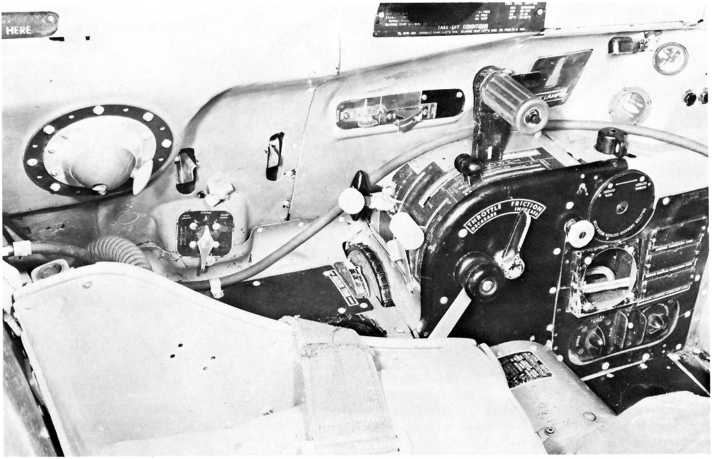


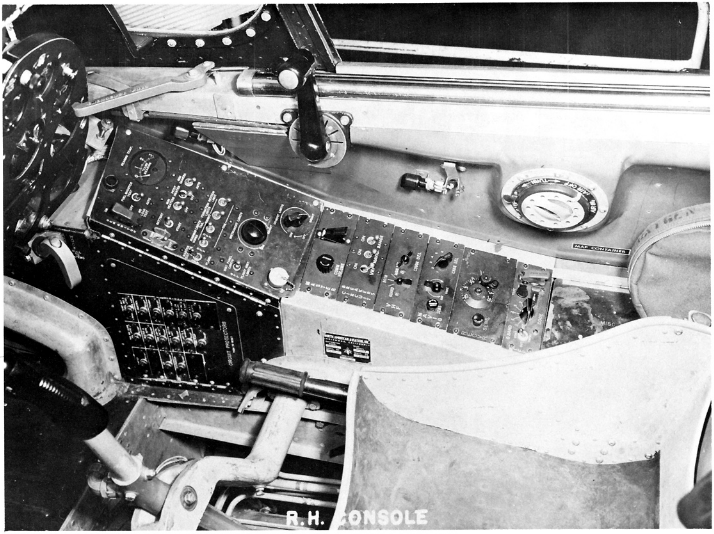
Photos: Above - Mechanic installing kneeling nose wheel. Note nose wheel detail and details of gunports. Above Right - Nose View of fully lowered nose wheel. Note location of lowering jack inside of lowered step. Below Right - FJ-1 instrument panel. Horizontal object in center is a map table. Photos via Bob Kowalski.



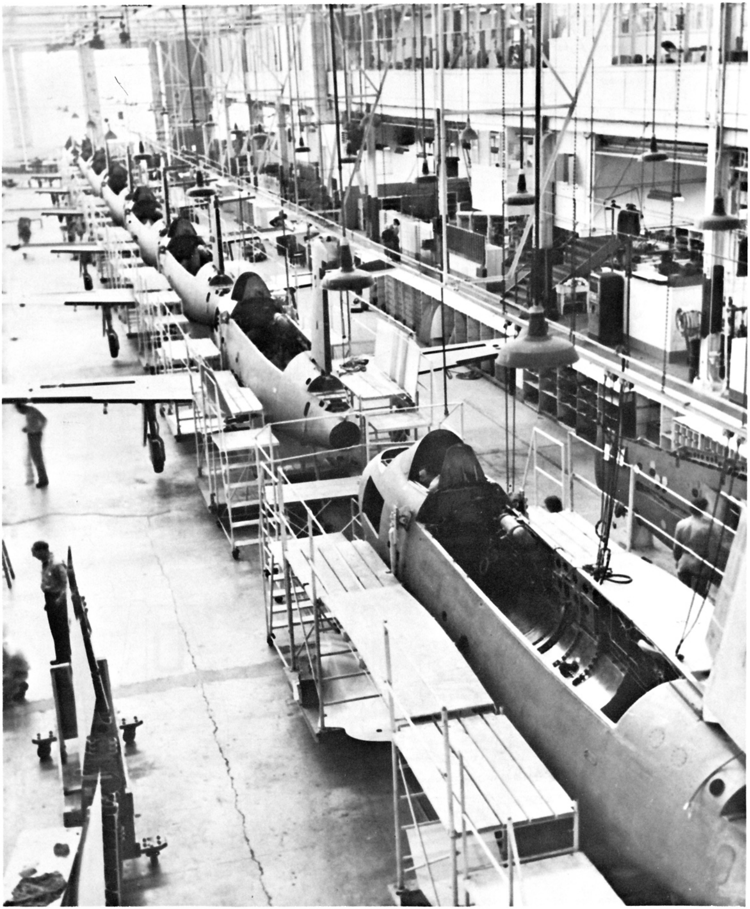



NO HAND HOLD
FLAP WARNING LIGHT
DIVE BRAKE UNLOCKED
HYDRAULIC SYSTEM OPERATING CAUTION - MAX CONT. OPER. TIME -3 MIN.
EXHAUST TEMP.
OIL TEMP.
LANDING
WARNING MIN. SAFE RPM
LOCK UNLOCK, LOCK BEFORE TAKE-OFF
TAKE-OFF
GEN. WARNING ON-NO OUTPUT
VOLTS
FUEL LOW LEVEL WARNING
FIRE EXTINGUISHER
FIRE
134-30-7


HERE
TAKE-OFF CONDITIONS
THROTTLE FRICTION
DECREASE
INCREASE


MAP CONTAINER
CIRCUIT PROTECTORS
R.H. CONSOLE

Photos: Top Left - Left hand cockpit console, note seatpan is empty and stick is uncovered. Bottom Left - Right hand cockpit console with cushion and stick controls covered. Below - FJ-1 assembly line, note engine access was by removal of upper portion of fuselage, the engine then had to be hoisted up and out. Photos via Bob Kowalski.



COLORING NOTES

ENTIRE AIRPLANE------------ GLOSSY SEA BLUE

ALL LETTERING AND MARKINGS-- WHITE UNLESS OTHERWISE INDICATED

ARRESTING HOOK---- BLACK AND WHITE STRIPES

ANTI-GLARE PANEL ------------ FLAT SEA BLUE

NATIONAL INSIGNIA-------------- RED AND WHITE (INSIGNIA BLUE OMITTED ON BLUE NAVY PLANES)

SMALL DOTS MARKED "X" (SIDE VIEW) ----- RED

WING SPAN ---------------------38' 2-1/4"

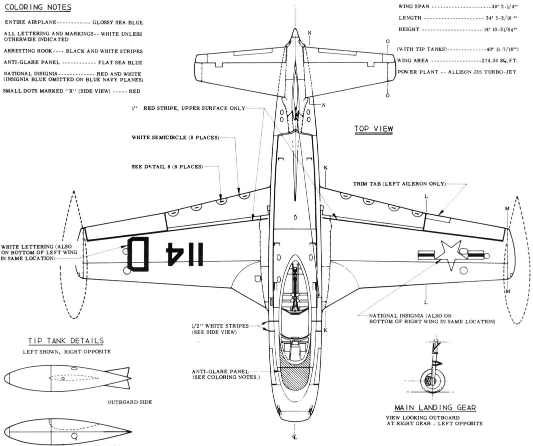
LENGTH --------------------- 34' 5-3/16 "

HEIGHT --------------------- 14' 10-31/64"

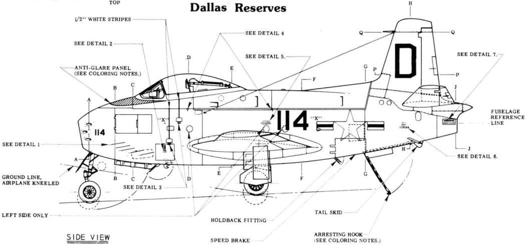
(WITH TIP TANKS)---------------40' 11-7/16")

WING AREA ------------------274.88 SQ.FT.

POWER PLANT -- ALLISON J35 TURBO-JET

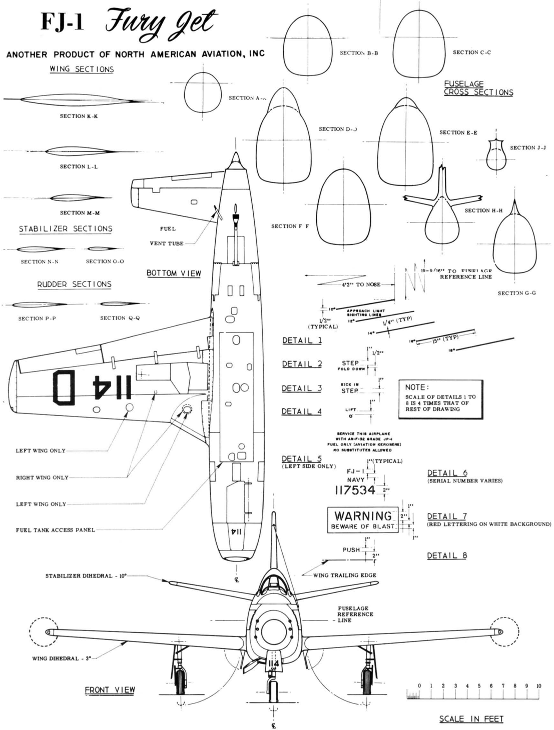

TOP VIEW
1" RED STRIPE, UPPER SURFACE ONLY
WHITE SEMICIRCLE (8 PLACES)
SEE DETAIL 8 (8 PLACES)
TRIM TAB (LEFT AILERON ONLY)
WHITE LETTERING (ALSO ON BOTTOM OF LEFT WING IN SAME LOCATION)
114 D
NATIONAL INSIGNIA (ALSO ON BOTTOM OF RIGHT WING IN SAME LOCATION)
1/2" WHITE STRIPES (SEE SIDE VIEW)
ANTI-GLARE PANEL (SEE COLORING NOTES.)
N
N
O
O
K
K
L
L
M
M
℄
TIP TANK DETAILS
LEFT SHOWN, RIGHT OPPOSITE
Q
OUTBOARD SIDE
Q
TOP
MAIN LANDING GEAR
VIEW LOOKING OUTBOARD AT RIGHT GEAR - LEFT OPPOSITE

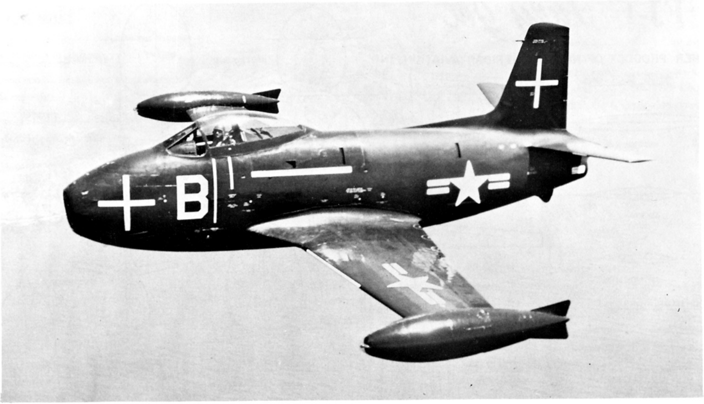
Dallas Reserves



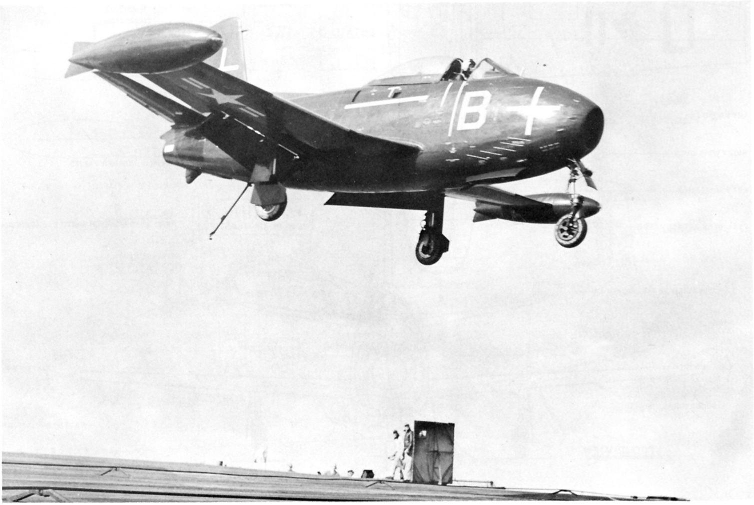
FJ-1 *Fury Jet*

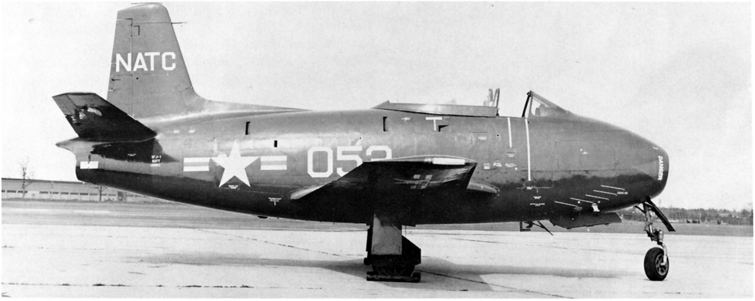
ANOTHER PRODUCT OF NORTH AMERICAN AVIATION, INC

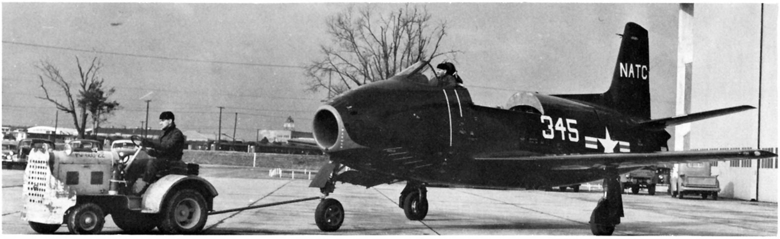




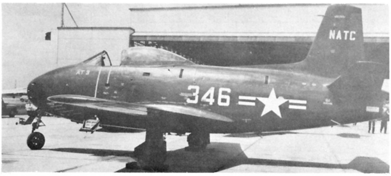
Two photos of one FJ-1 used for carrier tests by NATC. White lines are camera reference marks. Photos from R. Esposito collection via Ron Picciani.

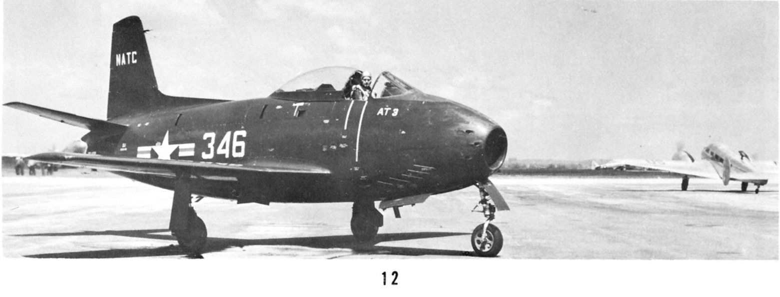






Photos: Top - XFJ-1, 39053, in NATC markings, note red danger flash on intakes, and grey gear and wheels. W.T. Larkins photo. Middle - FJ-1, 120345, of NATC being towed minus canopy and forward half of engine cover removed. Note red intake flash. 30 Jan, 1948 National Archives photo. Right and Bottom - 120346, NATC, Armament test. W.T. Larkins photos.





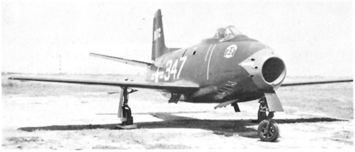
NATC
346

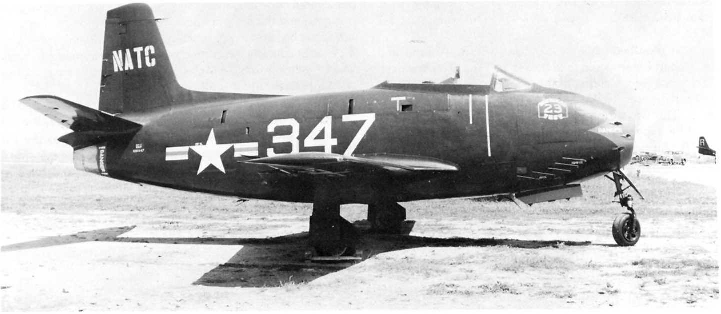
NATC
347
DANGER

NATC
347
DANGER

Photos at Left: Top - 120346, on a take-off roll. Middle - 120347, NATC, TACTICAL TEST, note fuselage divebrakes which replaced those on wings. Esposito collection via Ron Picciani. Bottom - 120347 again. Balogh via Menard. Photos: Right - Note red intake flash. Below - W.T. Larkins photo. BOTTOM - Well dressed test pilot. Via Bob Kowalski.

ATTENTION!
THIS COPY IS A MIRROR IMAGE
OF ORIGINAL





VF-5A was based at NAS North Island, San Diego, and was skippered by CDR. Evan Aurand. VF-5A, with its FJ-1 Furies, were charged along with VF-17 flying its McDonnell FH-1 Phantoms, with proving the feasibility of jets at sea. In August of 1948, VF-5A would be redesignated VF-51, which it remains today.

On 29 February 1948, the FJ-1 in the hands of three VF-5A pilots broke three west coast speed records. These records were from Seattle to San Francisco, Seattle to Los Angeles, and Seattle to San Diego. CDR. Aurand set the Seattle to L.A. record in 1 hr., 58 min., 7 sec., while flying his wingman FJ-1 120349.

The next month on March 10, 1948, CDR. Aurand and LCDR. Robert Elder would take the FJ-1 to sea. The first deck the FJ-1 landed on was that of the USS Boxer, CV-21. While on board the Boxer, CDR. Aurand attempted a harrowing experiment. This was a non-catapult launch or running take-off. As could be expected with the marginal acceleration of early jets, CDR. Aurand almost went swimming. Needless to say catapult launches became SOP (standard operating procedure).

Continued training on a runway painted with a carriers' flight deck outline qualified the squadron to attempt to deploy its entire strength aboard ship. So in August of 1948, CDR. Aurand took his squadron aboard the USS Princeton CV-37. For a better understanding of this operation let's see how a former VF-5A squadron member Clyde Betts recalls it.

It's been a long time, but a few things stand out in my memory of VF-5A. the maintenance problems were very profound in that everything was new, weak and supply replacement parts came directly from North American Aviation, most of the time for the airframe. The engine had an overhaul life of 35 hrs. flight time, using JP-1 (kerosene) less using AVGAS (100 octane), not much, huh! The nose gear gave us a big problem because it was so weak, but after a few beef-ups they appeared to be stronger. With all our problems we were all, including pilots, proud of being in what we thought was the only all jet fighter squadron in the Navy. The pilots may have had knowledge of another squadron of jets (FH-1 Phantoms of VF-17) on the east coast, but the enlisted did not. Not until after our carqual attempt on PRICETON, we then learned of their success on the east coast. VF-17 was the first to operate with a full squadron aboard a carrier. It really took the wind out of our sails. We had worked so hard in a race we didn't even know we were in and really didn't place or show because our operation aboard PRINCETON was a real fiasco. My memory is a little hazy as to the exact number of aircraft we finally did get aboard PRINCETON, I think eight, four loaded aboard at dockside and four were to fly aboard. At sea the fourth pilot to come aboard was a LCDR, a former Naval Academy grad and a football star, landed a little hard, broke off the whole left wing and landing gear, which remained on the flightdeck, the pilot and the rest of the aircraft skidded off the flight deck into the sea. I was on the hangardeck and heard an unusual noise looked through the open weather screen on the port side in time to see the aircraft plunge into the sea. I ran to the weather deck and saw only the pilot and his baggage floating side by side, both OK. We were supposed to stay on board a week I believe, but we only lasted two days. Every aircraft on board either crashed into the barriers or was so damaged it couldn't fly. I remember the Captain of PRINCETON coming up over the flight deck bull-horn, in a loud disturbed voice, telling CDR. Aurand to get those planes off his ship before they killed someone. The skipper stood there on the flightdeck, shocked, disappointed and said, aye aye sir. The ship steamed for San Diego with a very dejected squadron of officers and men and what was left of our beautiful aircraft. I think the CO later received a consoling message stating to forget the damage, the expense and the disappointment and to keep on tearing up the airplanes because every problem we could possibly have would help in building better future jet aircraft. That message helped the squadron morale a lot, at least the planes were recognized as the failures, not the officers and men.

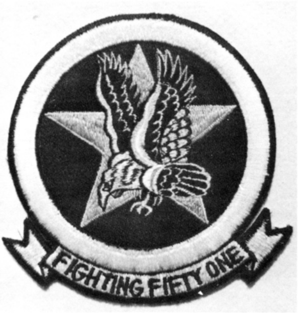
CDR. Aurand wanted to prove the worth of the FJ-1 so badly that one day on a fleet exercise from North Island, the C.O. and his flight were to assist in doing something to the Prinz Eugen the captured German cruiser. Trying to find this ship the skipper kept the flight out longer than he should have and some of the pilots had to make water landings in the kelp beds just west of the airfield. Rather than have his pilots blamed for running out of fuel and ditching, he sent off a message accepting full responsibility for the losses.

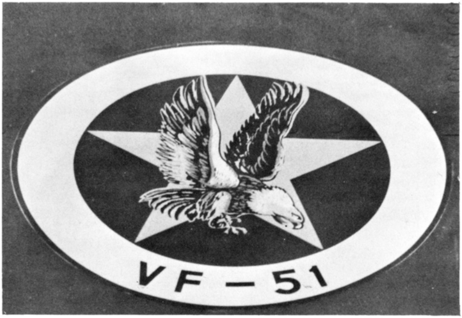
A test was ordered at North Island between three aircraft, the F-51 Mustang, the F8F Bearcat and the FJ-1 Fury. This test was to see which could reach 10,000 ft from a dead stop the fastest. The F8F was the first off the deck followed closely by the F-51, they appeared to be several hundred feet into the air before the slow moving FJ-1 raised it's landing gear, but once into the air it soon caught and passed both of the propeller driven aircraft, the best of their day, and easily won the contest.

I remember the C.O. the Exec and all the pilots as being the very best; sharp, neat, and especially nice to the men and they too were equally matched to the officers, they were a TEAM.

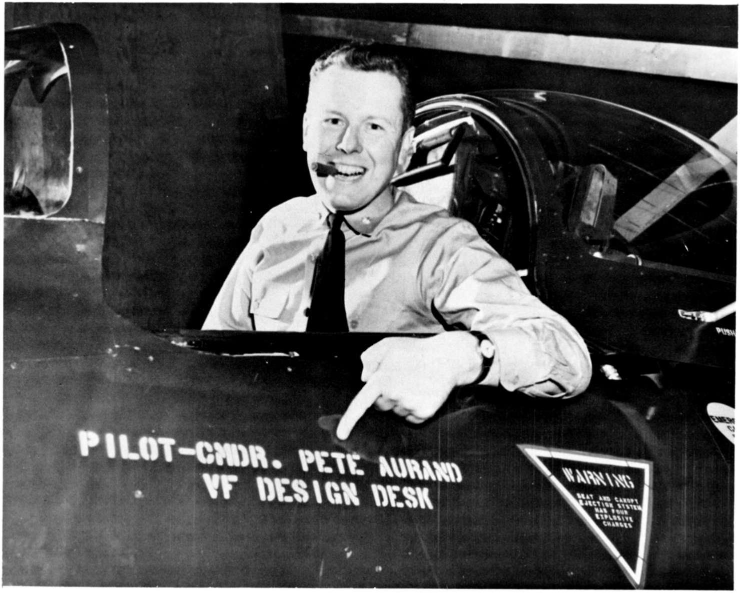
In September 1948, VF-51 entered seven aircraft in Bendix Race for jets. The cross-country race was between Long Beach, Calif. and Cleveland, Ohio. Of the seven Furies, ENS. C. Piorozzi inside number 113 did not take off, Lt. A.T. Capriotti inside number 107 was forced to land at Tiffin, Ohio and LCDR. R.M. Elder inside number 117 flamed-out at Cleveland and did not cross the finish line. The four other Furies finished in the following order: 1. ENS. F.E. Brown, side number 116, elapsed time 4:10:34.4, speed 489.526; 2. CDR. E.P. Aurand, 120350, side number 101, 4:13:04.9, 484.674; 3. LT. E.R. Hanks, side number 119, 4:15:53.3, 479.358; 4. ENS. R.E. Oechslin, side number 120, 4:20:44.4, 470.439. In addition to VF-51, two unofficial entries from the Calif. ANG entered the race in the Lockheed P-80C: Major R. DeHaven, who finished in 4:09:30.0 and Capt. R. Love who had engine trouble. It must be noted that VF-51 flew its Furies with a complete operational load, including ammunition.

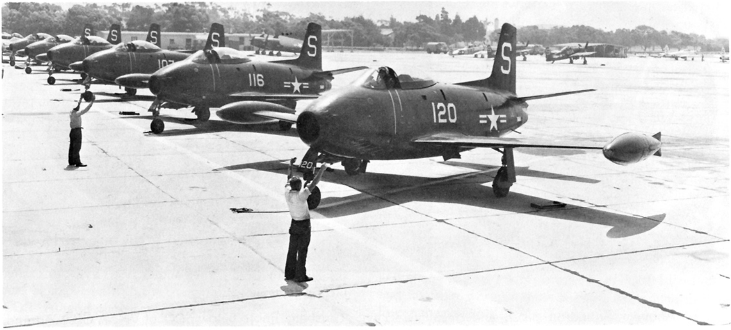
The day after the Bendix Race, VF-51 sent three aircraft up in the Allison Trophy Race. 1. LT. L.B. Thompson Jr., side number 116, time 31:47.1, speed 490,703; 2. LT. A.E. Nauman, side number 120, 33:46.4, 461-814; 3. LCDR. A.E. Conner, side number 111, 33:59.1, 458,938.

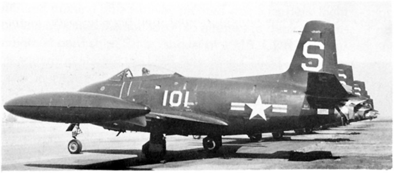




Photos: Above - Squadron patch and decal via Steve Ginsberg. Photo below, CO of VF-5A CDR. Aurand.

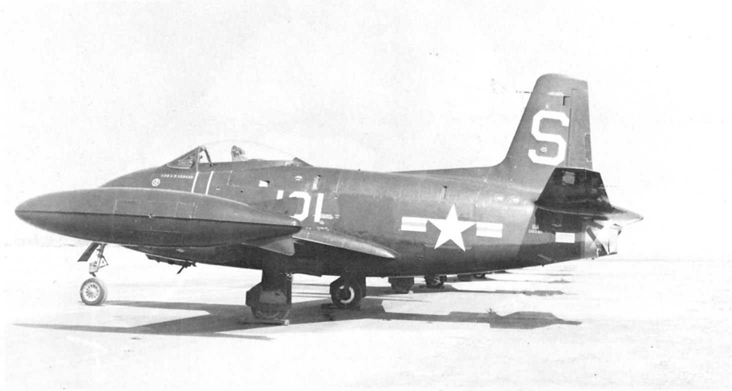

PILOT-CMDR. PETE AURAND
VF DESIGN DESK
WARNING
SEAT AND CANOPY EJECTION SYSTEM HAS FOUR EXPLOSIVE CHARGES

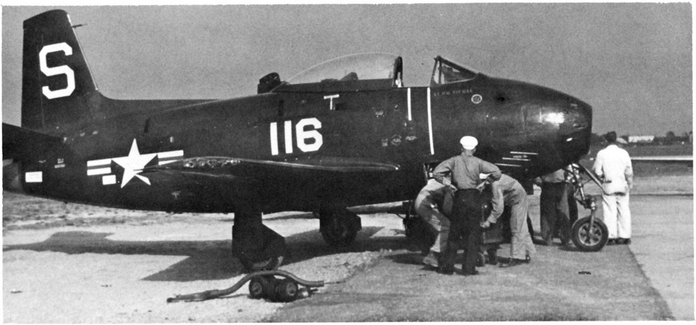


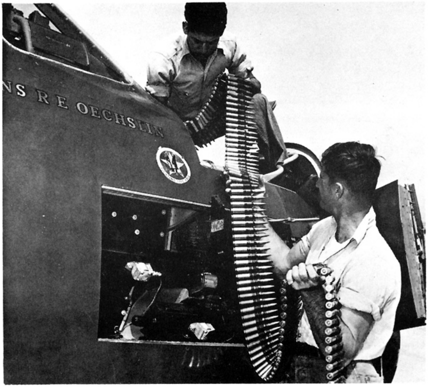


Photos of Bendix entrants via Bob Kowalski.

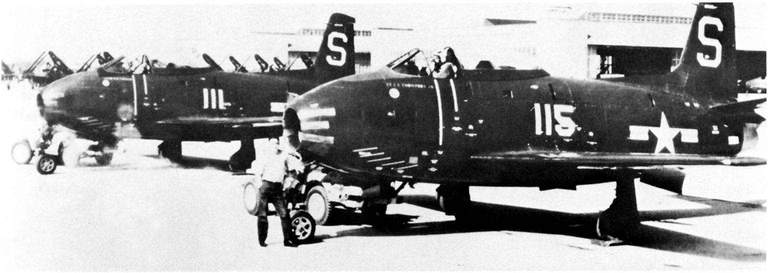
Photo Below: CDR E.P. Aurand's FJ-1, 120350, of the Bendix race fame. The Commander's name is done in yellow lettering. Note location of squadron sticker. Photo taken on 9-3-48 by William Swisher at Long Beach.

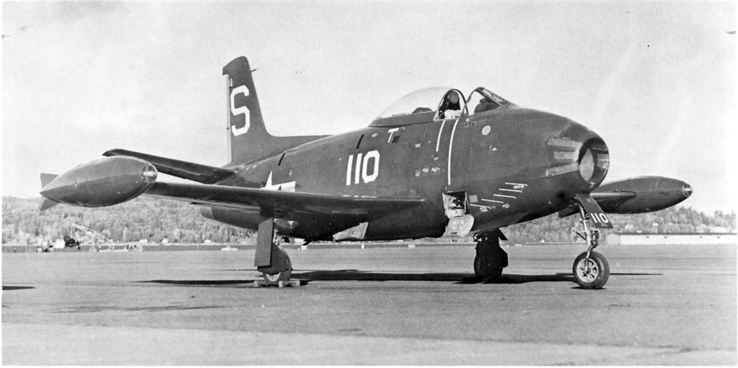




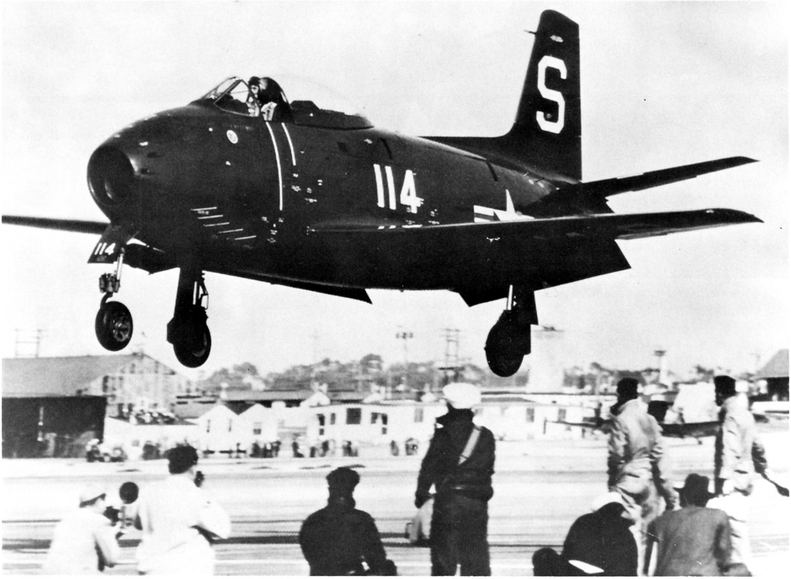


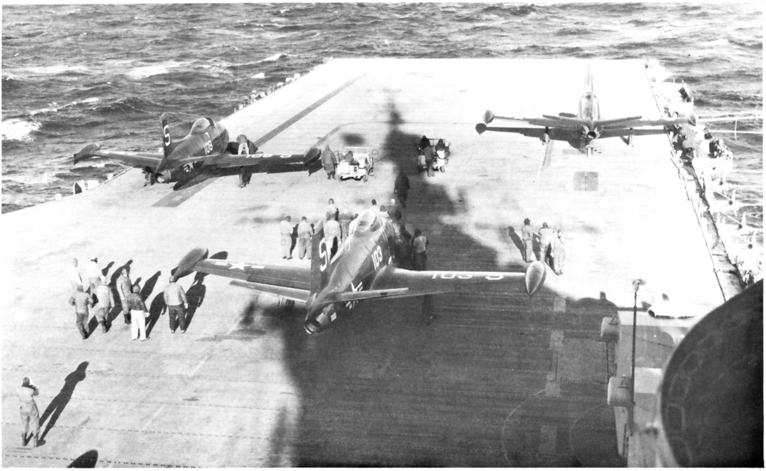
Photos: Above - Lt. Sickel's FJ-1, getting ready for the Allison Trophy Race. Plane was piloted by Lt. L.B. Thompson Jr. 1948 by Balogh via Menard. Left - loading the six 50 calibre guns on the FJ-1. Below - copyphoto from VF-51 scrapbook via Clay Jansson. Note tape over the gunports.



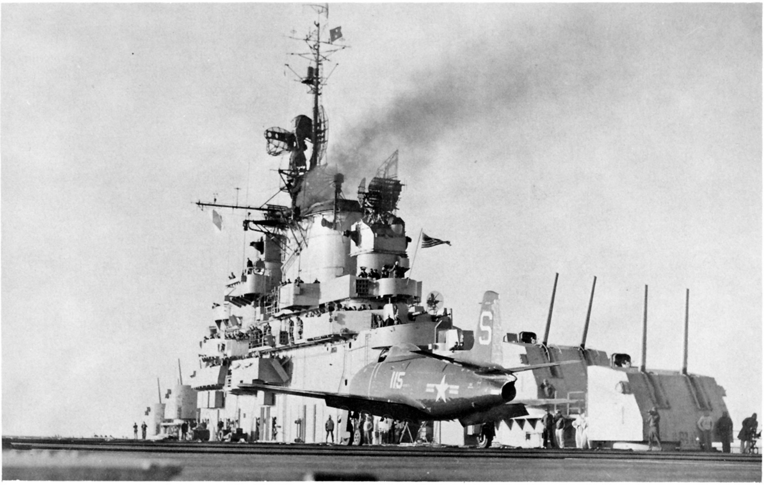


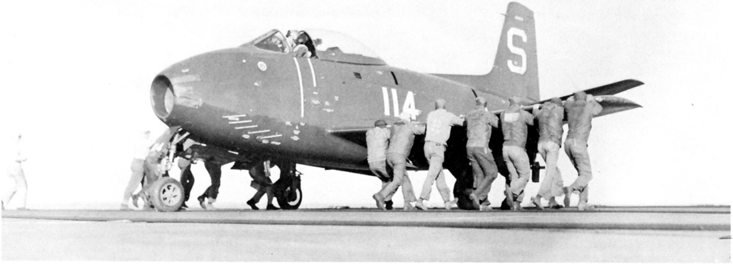
Photos: Top - Excellent W.T. Larkins photo. Note taped gun- ports, tip-tanks and open step. Bottom - FJ-1 of VF-5A about to land, via S. Nicolaou collection.



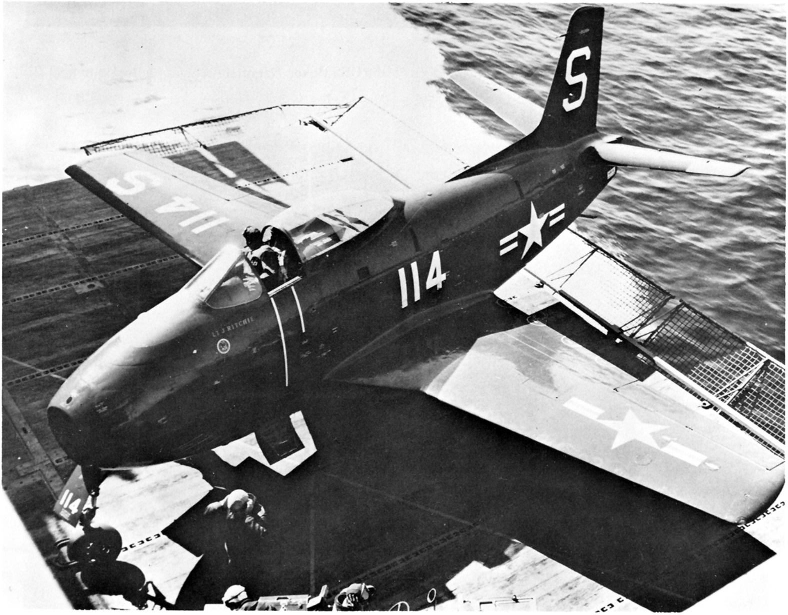


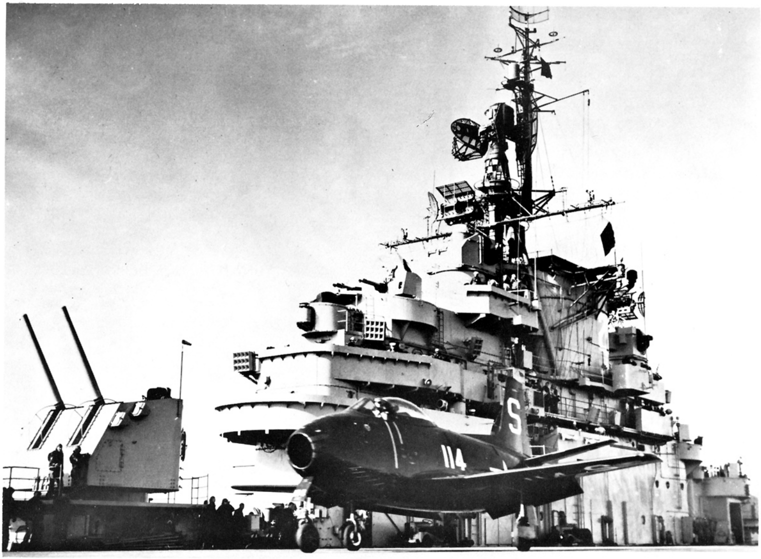
Photos: Top 10 Feb. 1949 three FJs on the forward deck of the USS Boxer. National Archives photo. Bottom - 1203 63 on the Boxers deck. Photo via W.T. Larkins.





Right Top - CDR. Aurand making a deck take-off from CV- 21, the USS Boxer. National Archives photo. Bottom - Because of the short engine life the FJ-1s were pushed everywhere photo via Clay Jansson. Photos: Top – W.T. Larkins. BOTTOM – Lt. Ritchies FJ-1 Fury on the elevator. Via Jansson.

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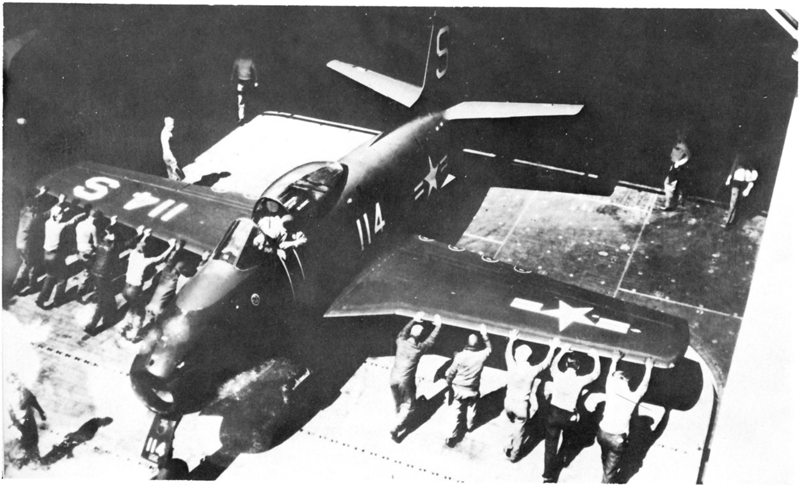
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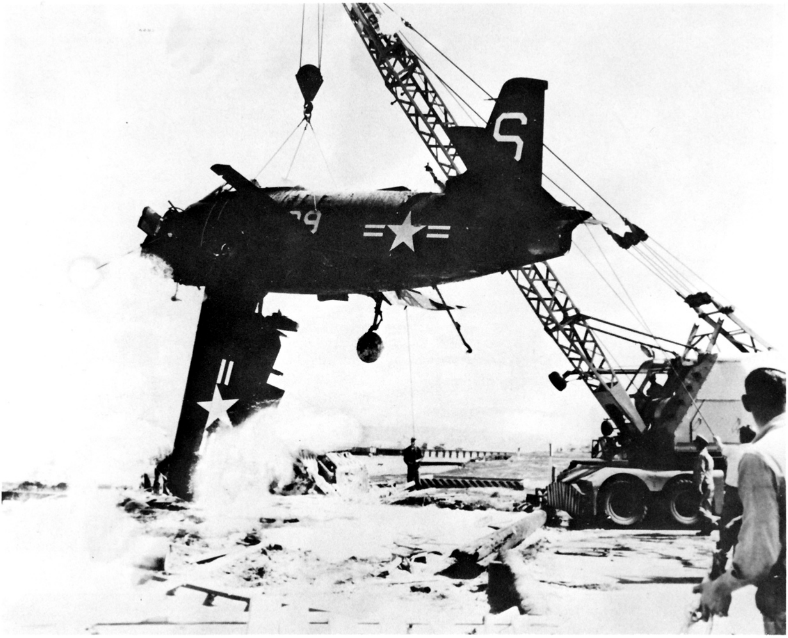
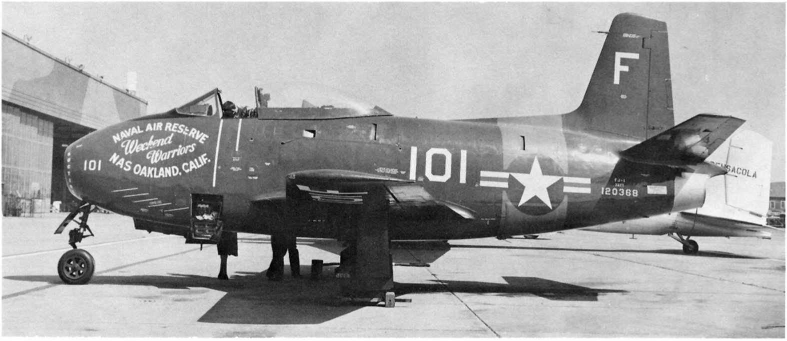


Photos: Top - One of VF-51s FJ-1 Furies which came to grief. Photo via Clay Jansson. Bottom -FJ-1, 120368 of NARB Oakland, note underwing code, open step and natural metal tail pipe. Photo by W.T. Larkins.



MAJOR FJ-1 SOURCE MATERIAL

1. Air Classics. August 1974, "Fury At Sea", Robert Trimble.
2. American Aviation Historical Society Journal. Vol. 13, pg. 116-122, "Curing Furious Headaches or Down To The Sea in Jets", H.L. Elman. Vol. 13, pg. 172-175, Bendix Race. Vol. 16, pg. 151-153, "Aircraft Identification Standards: FJ-1", H.L. Elman.
3. Naval Aviation News. February 1948, "A Plane is born".
4. Profile Publications Number 42, The North American FJ Fury. 1965, Francis K. Mason.
5. The North American Sabre. 1963, MacDonald & Co., Ray Wagner.

Photo Below - Echelon of NARB Oakland FJ-1s over the bay. Front to back, 120363, 120347, 120343. Note taped gun-ports and tip-tanks. Photo via W.T. Larkins.

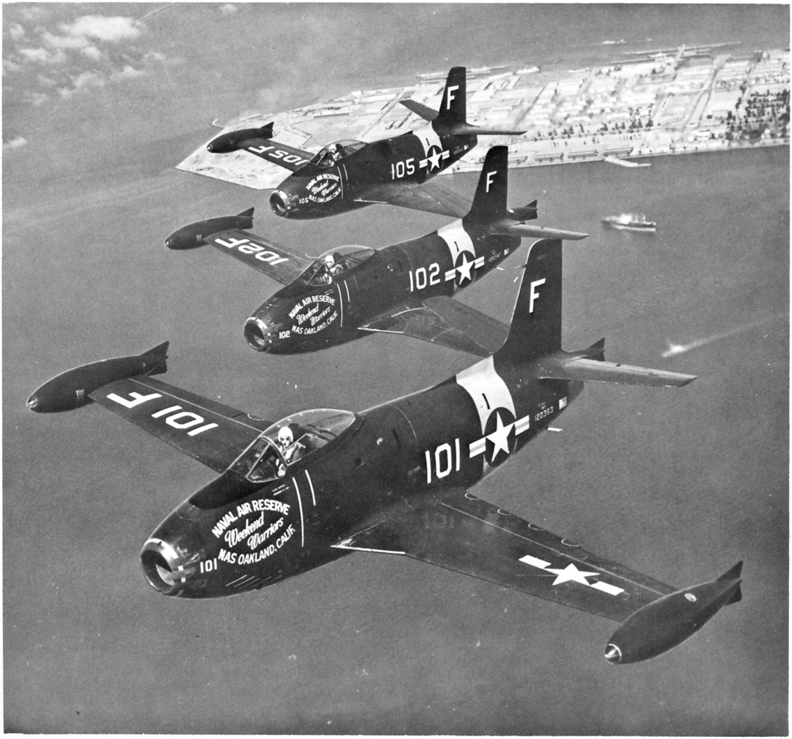
CONTRIBUTORS

ROGER BESECKER, JIM BURRIDGE, STEVE GINSBERG, CLAY JANSSON, "MULE" HOLMBERG LEO KOHN, BOB KOWALSKI, WILLIAM LARKINS, ROBERT LAWSON, DAVE MENARD, STEPHANE NICOLAOU, RON PICCIANI, WILLIAM L. SWISHER.

The Reserves
Oakland, Olathe, Dallas and Los Alamitos

Note: See page 10 and 11 for markings of NAR Dallas FJ-1.

In May 1949 VF-51 re-equipped with the F9F-3 Panther and sent the FJ-1 Fury off to train the Naval Reserve in jets. Four Weekend Warrior units would receive FJ-1s, NAR Oakland, NAR Los Alamitos, NAR Olathe and NAR Dallas.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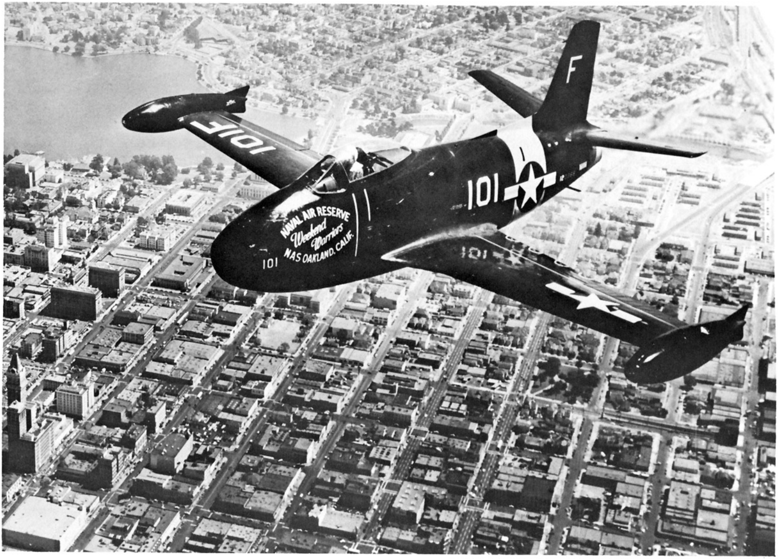
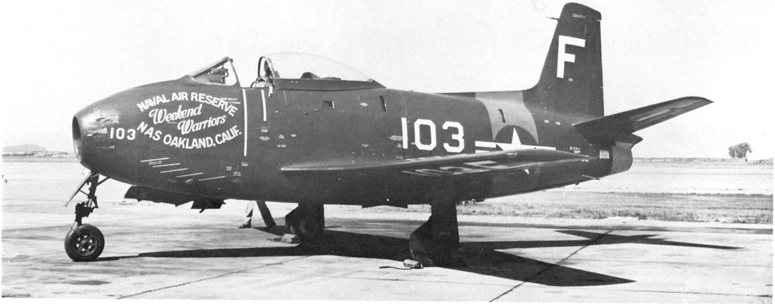
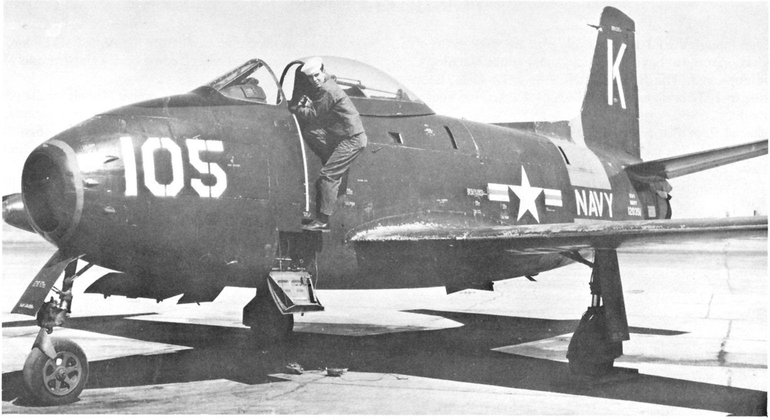


Photos: Top - FJ-1, 120363, in flight with tip-tanks installed. Photo via Clay Jansson. Bottom - FJ-1, 120352, note wrong designation under tail X-FJ-1. Note taped gun-ports and location of code 103E under the wing. Look on the cover for the color details. Photo by W.T. Larkins. Right Top - FJ-1, 120351, of the Olathe reserve, note red stripe around nose, orange stripe around fuselage is peeling at the top, also note that most of the paint is worn off the wing. Photo via W.T. Larkins. Right Middle - Photo of another Olathe FJ-1, taken on May 1952 by Clay Jansson. Note that the word Olathe is used on the side of this FJ-1 and not on the one above. Right Bottom - FJ-1, 120360, at NARB Los Alamitos, note excellent condition of paint on this aircraft as opposed to the photo of 120351 above. USN Tailhook photo VF 02848.

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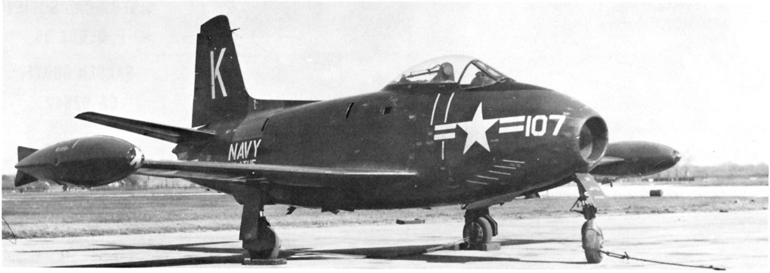
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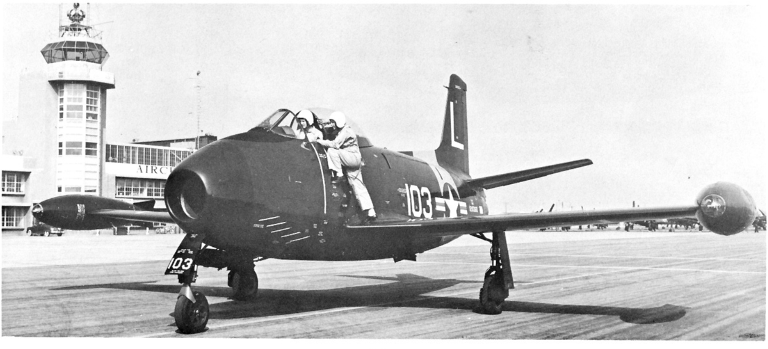
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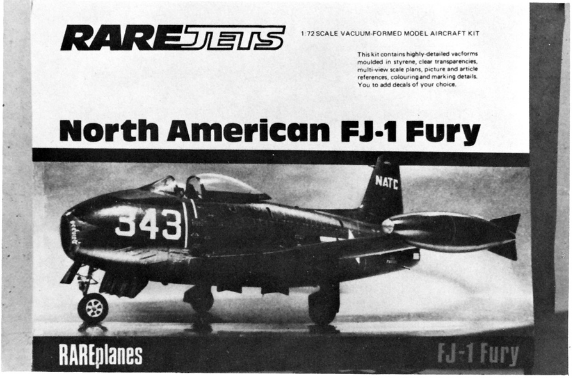
PLASTIC FJ-1 FURIES

Even though the FJ-1 is relatively obscure, with its 30 plane production run, we have been lucky in that three Vacuform kits have appeared. The RAREPLANES in 1/72 scale, Combat Models in 1/32 scale and a 1/48 scale kit which has ceased to be made.

Like all Rare Plane kits, the FJ-1 has exceptional surface detail. The kits box gives some good coloring choices, but the one used in our model is that of NART Los Alamitos. The nose gear and wheel for our kit came from the Airfix F4D Skyray kit, while the main gear and wheels came from a Supermodel Macchi C-205 kit.

We'd like to thank Jack Sell of Combat Models for the photo of his FJ-1 kit in NATC test markings, and for a sample kit. Jack's kit comes with a giant fold-out instruction sheet with detailed photos. Also included is a brief history and a how-to sheet on building Vacuform kits.



RAREJETS

1:72 SCALE VACUUM-FORMED MODEL AIRCRAFT KIT

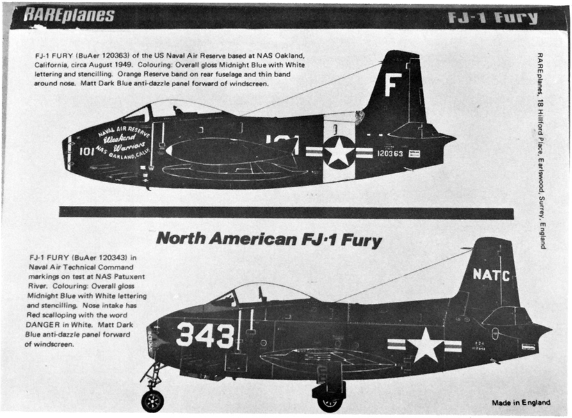
This kit contains highly-detailed vacforms moulded in styrene, clear transparencies, multi-view scale plans, picture and article references, colouring and marking details. You to add decals of your choice.

North American FJ-1 Fury

RAREplanes

FJ-1 Fury

AMERICAN AVIATION
HISTORICAL SOCIETY
P. O. BOX 99,
GARDEN GROVE,
CA 92642



RAREplanes

FJ-1 Fury

FJ-1 FURY (BuAer 120363) of the US Naval Air Reserve based at NAS Oakland, California, circa August 1949. Colouring: Overall gloss Midnight Blue with White lettering and stencilling. Orange Reserve band on rear fuselage and thin band around nose. Matt Dark Blue anti-dazzle panel forward of windscreen.

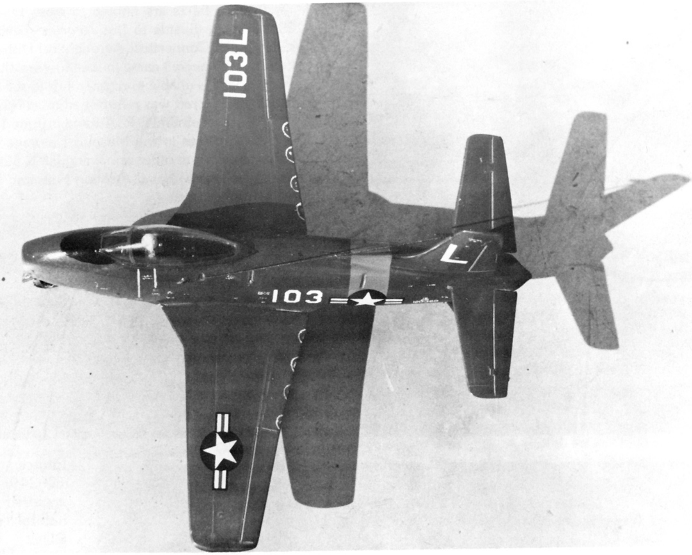
North American FJ·1 Fury

FJ-1 FURY (BuAer 120343) in Naval Air Technical Command markings on test at NAS Patuxent River. Colouring: Overall gloss Midnight Blue with White lettering and stencilling. Nose intake has Red scalloping with the word DANGER in White. Matt Dark Blue anti-dazzle panel forward of windscreen.

RAREplanes, 18 Hillford Place, Earlswood, Surrey, England

Made in England

Tailhook Association
Box 40
Bonita, CA 92002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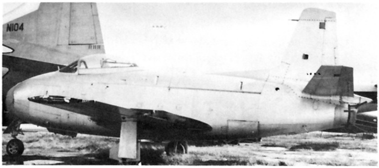
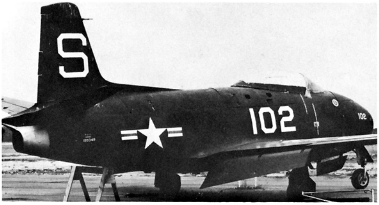
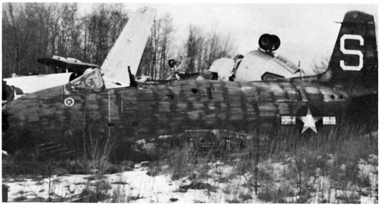
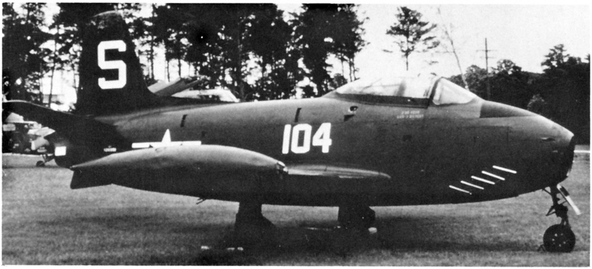


Today two FJ-1s are known to exist. One believed to be 120349 of the Seattle to Los Angeles speed record fame is located at the Connecticut Aeronautical Historical Association Museum. This aircraft came to the Museum after belonging to a civilian who was unable to register it or to sell it to an agent for Castro. The aircraft was refurbished in its Navy markings and visited by Rear Admiral E.P. Aurand in June 1967. Today, the FJ-1 lies in pieces in the Museum's storage yard waiting for refurbishment. The other remaining FJ-1, 120351, is on outdoor display at the Naval Aviation Museum, Pensacola, FL.







Photos: Top - FJ-1, 120349, prior to being acquired by the CAHA, natural metal overall. ODell via Menard. Middle Left -120349 on display and Middle Right -120349, in 1981, in CAHA storage yard. Lawerence Webster photo. At Left -120351 at NAS Pensacola.
Back Cover - FJ-1 aircraft of VF-5A spotted on the flight deck of the VSS Princeton,CV-37. Jan.1949 National Archives photo.

CHRONOLOGY OF PRODUCTION FJ-1 FURY AIRCRAFT BURO NUMBERS 120342-129371. DATA FROM AIRCRAFT HISTORY CARDS.

LEGEND: ACT = ACCEPTED, FLT = FLIGHT, NATC = NAS PATUXENT RIVER, O&R = OVERHAUL AND REPAIR, CAT I = DAMAGED OR ACCIDENT, TT = TOTAL TIME, NART = NAVAL AIR RESERVE TRAINING, NATTC = NAVAL AIR TECHNICAL TRAINING CENTER, NAS JACKSONVILLE, M&S = MAINTENANCE AND SERVICE

120342 — ACT 10-5-47
FLT TEST NATC, 1947
POOL FLT TEST NATC
STRICKEN 12-31-47

120343 — ACT 10-5-47
FLT TEST NATC, 1947
O&R ALAMEDA 3-50
NART OAKLAND 3-50
STRICKEN 3-14-51
ACCIDENT NART
TT 159 HRS.

120344 — ACT 10-25-47
FLT TEST NATC
POOL FLT TEST 1948
POOL ALAMEDA 1949
O&R ALAMEDA 3-50
NART LOS ALAMITOS 8-10-50
NART DALLAS 6-14-51
NART OLATHE 10-4-51
O&R ALAMEDA 5-52
NART OLATHE 11-7-52
STRICKEN AT NATTC 4-54
TT 138 HRS.

120345 — ACT 10-25-47
SERVICE TEST NATC 1948
STRICKEN 6-30-48

120346 — ACT 11-6-47
ARMAMENT TEST NATC 1948
O&R NORFOLK
O&R ALAMEDA 1-5-50
NART LOS ALAMITOS 2-24-51
O&R ALAMEDA 2-51
NART LOS ALAMITOS 5-51
NART DALLAS 6-14-51

NART OLATHE 10-4-51
STRICKEN AT OLATHE 1-52
TT 149 HRS.

120347 ACT 11-8-47
ELECTRONIC TEST NATC
TACTICAL TEST NATC 1948
O&R ALAMEDA 12-29-48
NART OAKLAND 3-23-50
NART OLATHE 3-23-50
O&R ALAMEDA
NART OLATHE 9-11-52
NATT C 7-2-53
STRICKEN 1-5-54
TT 290 HRS.

120348 — ACT 1-9-48
VF-5A SAN DIEGO 1948
STRICKEN AT O&R 10-31-49

120349 — ACT 11-15-47
VF-SA/VF-51 SAN DIEGO
O&R ALAMEDA 1-15-50
NART LOS ALAMITOS 3-12-50
O&R ALAMEDA 3-31-51
NART OLATHE 5-12-52
NATT PHILADELPHIA 7-22-53
STRICKEN PHIL. 10-6-53
TT 257 HRS.

120350 — ACT 12-24-47
VF-5A, 1948
STRICKEN CAT I 11-30-48

120351 — ACT 1-21-48
VF-5A/VF-51, 1948
O&R ALAMEDA
NART OAKLAND 6-21-50
NART OLATHE 3-30-51
O&R ALAMEDA 5-1-52
NART OLATHE 2-6-53
O&R NORFOLK 6-18-53
STRICKEN NORFOLK 4-15-54
TT 332 HRS.

120352 — ACT 1-21-48
VF-5A/VF-51, 1948
O&R ALAMEDA 2-13-50
NART OAKLAND 2-13-50
O&R ALAMEDA 8-50
NART OAKLAND 8-30-50
NART OLATHE 3-30-51
STRICKEN OLATHE 3-31-52
POSSIBLE ACCIDENT
TT 332 HRS.

120353 — ACT 1-30-48
VF-5A/VF-51, 1948
STRICKEN CAT I 12-31-48

120354 — ACT 1-30-48
VF-5A/VF-51, 1948
O&R ALAMEDA 5-50
NART LOS ALAMITOS 8-50
ACCIDENT LOS AL 10-22-50
TT 161 HRS.

120355 — ACT 2-19-48
VF-5A/VF-51, 1948
STRICKEN CAT I 5-31-49

120356 — ACT 1-48
VF-5A/VF-51, 1948
O&R ALAMEDA 12-16-49
NART LOS ALAMITOS 3-14-50
O&R ALAMEDA 5-11-50
NART OLATHE 9-1-51
POOL M&S PHILADELPHIA &
RETIREMENT 7-27-53
STRICKEN 1-13-54
TT 272 HRS.

120357 — ACT 2-6-48
VF-5A/VF-51, 1948
O&R ALAMEDA 5-50
NART LOS ALAMITOS 8-6-50
ACCIDENT LOS AL 5-9-51
STRICKEN 5-16-51
TT 177 HRS.

120358 — ACT 1-48
VF-5A/VF-51, 1948
O&R ALAMEDA 3-9-50
NART OLATHE 8-25-51
POOL M&S PHILADELPHIA
6-18-53
STRICKEN 10-7-53
TT 320 HRS.

120359 — ACT 2-18-48
VF-5A, 1948
STRICKEN CAT I 5-21-48

120360 — ACT 2-8-48
VF-5A/VF-51, 1948
O&R ALAMEDA 12-31-49
NART LOS ALAMITOS 4-50
ACCIDENT LOS AL 4-16-50
STRICKEN 4-50

120361 — ACT 2-26-48
VF-5A/VF-51, 1948
STRICKEN 5-49

120362 — ACT 1-28-48
VF-5A/VF-51, 1948
POOL ALAMEDA
O&R ALAMEDA 5-31-49
NOTS INYOKERN 5-50
NART LOS ALAMITOS 6-3-50
O&R ALAMEDA 2-24-51
NART OLATHE 10-2-51
STRICKEN OLATHE 10-29-52
TT 183 HRS.

120363 — ACT 2-6-48
VF-5A/VF-51, 1948
O&R ALAMEDA 2-1-50
NART OAKLAND 2-2-50
NART OLATHE 3-30-51
O&R ALAMEDA 11-3-51
NART OLATHE 9-4-52
NATT C 6-26-53
STRICKEN NATTIC 10-7-53
TT 423 HRS.

120364 — ACT 3-1-48
NATC, 1948
VF-5A/VF-51, 1948
O&R ALAMEDA 5-50
NART LOS ALAMITOS 11-25-50
NART DALLAS 6-14-51
NART OLATHE 9-30-51
O&R ALAMEDA 5-5-52
STRICKEN 7-14-53
TT 230 HRS.

120365 — ACT 2-18-48
VF-5A/VF-51, 1948
O&R ALAMEDA 2-17-50
NART OAKLAND 3-1-50
NART OLATHE 3-30-51
POOL M&S PHILADELPHIA
STRICKEN 1-3-53
TT 301 HRS.

120366 — ACT 3-5-48
VF-5A/VF-51, 1948
POOL ALAMEDA
O&R ALAMEDA 10-27-49
NART LOS ALAMITOS 3-16-50
O&R ALAMEDA 5-29-50
O&R ALAMEDA 9-11-51
NART OLATHE 9-19-51
POOL M&S PHILADELPHIA
10-17-52 STRICKEN 3-53
TT 103 HRS.

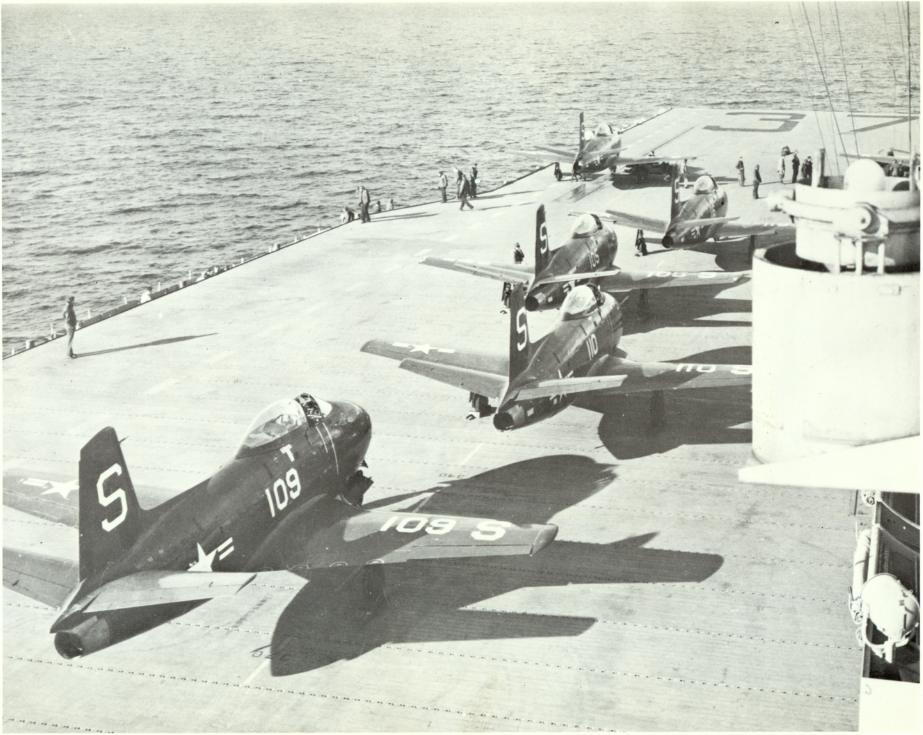
120367 — ACT 3-25-48
VF-5A/VF-51, 1948
STRICKEN CAT I 5-31-48

120368 — ACT 3-25-48
VF-5A/VF-51, 1948
O&R ALAMEDA 8-17-49
NART OAKLAND 1-50
ACCIDENT/STRICKEN 1-26-50
TT 131 HRS.

120369 — ACT 3-31-48
VF-5A/VF-51, 1948
POOL M&S NORTH AMERICAN,
1949
O&R ALAMEDA 5-50
NART LOS ALAMITOS 7-10-50
O&R ALAMEDA 5-21-51
NART OLATHE 3-24-52
NATTC 7-23-53
STRICKEN NATTC 10-7-53
TT 129 HRS.

120370 — ACT 4-21-48
VF-5A/VF-51, 1948
STRICKEN CAT I 12-20-48

120371 — ACT 4-30-48
VF-5A/VF-51, 1948
STRICKEN CAT I 8-31-48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